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TO ORDER THE

OVERLAND

CHINA MAIL

BEFORE GOING HOME

The China Mail

ESTABLISHED 1845

Don't Forget

TO ORDER THE

OVERLAND

CHINA MAIL

BEFORE GOING HOME

No. 14,382.

號七廿月四年九零百九千一第

HONGKONG, TUESDAY, APRIL 27, 1909.

日八初月三年元統宣

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Hongkong, May 1, 1907.

AMOY NOTES.

(From our Amoy Correspondent.)
Amoy, April 22.

HORTICULTURAL SOCIETY.

The Spring Flower Show of the above Society was held on Monday afternoon. Pot Flowers and Plants were exhibited on the Lawn, and Cut Flowers in the Masonic Hall. The members of the Customs "Sunnyside" Mess kindly lent a room for Table Decorations.

The afternoon was a pleasant one, and nearly everybody put in an appearance. The Show this year was a pronounced success, the Cut Flowers especially being worthy of mention. One of the features was an exhibit of some specimens of gladiolus primulinus hybrids by Mr. W. H. Wallace. This flower comes from the Victoria Falls on the Zambesi, and is something quite new. Mrs. Livingston was awarded the prize for the best table, which was very beautifully arranged.

Mr. Wallace gained 65 prizes altogether, worth \$31.00. Mr. Kruss with 28, Mr. Sundius with 18, Mr. Menarini 15 and Mr. Wilson 12 also did excellently. The Band of the S. M. S. Ducks played selections during the afternoon, and the music was much appreciated.

WEATHER.

Typhoons are with us once again. A warning was hoisted yesterday, one being situated to the East of Formosa, direction unknown. Yesterday afternoon was stifling and close, but it got cooler towards midnight. To-day is cloudy and thick, with occasional rain. The wind is from the North East, blowing fresh.

EARTHQUAKE.

The earthquake felt here on Thursday morning last, had its origin in North Formosa. Tamsui and Daito had the worst shock experienced since the Japanese took over Formosa. The shock lasted 3 minutes, 47 seconds of this period being really bad. Many houses are damaged, and there was some loss of life. At least one European Hong in Daito has been badly shaken.

THE GERMAN LOAN TO CHINA.

According to the Peking correspondent of the Jiji, the Wai-wu-pu has made an answer to the protest advanced by the British Minister concerning the loan for the Hankow-Canton Railway. It says that China negotiated first with the British Chinese Corporation as demanded by the British Government, but the representative of the Syndicate, Mr. Blind, declared at the last meeting that he could not agree with the terms proposed by China. Under the circumstances, China opened negotiations with the Deutsch-Asiatische Bank. It will thus be seen that China has taken proper steps, doing nothing incompatible with the Anglo-Chinese Convention. With regard to the answer, the British Minister says that the British-Chinese Corporation is only a private concern, so that the decision should have been made known to the British Legation. That Chang Chih-tung has not taken this step, therefore, must be regarded as proving that he has mistaken a private concern for a public one. Moreover, the point in which both parties differed was not with regard to the actual receipt, but Chang disagreed with the clause that the foreign loan should not be spent without the consent of the chief engineer. This disagreement is quite natural when we remember the corrupt state in which the Chinese officialdom is now placed. Mr. Cordell, manager of the Deutsch-Asiatische Bank, interviewed by the correspondent of the Maitland Daily, says that the German acceptance of the loan is not improper to British bankers. It has no diplomatic significance, being a simple commercial transaction. The British protest cannot, therefore, be regarded as serious. As the loan is a simple matter, it will be signed in the near future. The question about the employment of Japanese engineers will be decided by Chang Chih-tung and Japan. Only the chief engineer will be taken from Germany.

KEEP THIS IN MIND.

BOWEL complaint is said to be prevalent during the fruit season. Chamberlain's Colic, Cholera and Diarrhoea Remedy gives prompt relief. For sale by all chemists and druggists.

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Whilst apologising for unavoidable delay in production of Lithographic and other work, in connection with the above, I beg to inform the public that ALL ADVERTISEMENTS AND SUBSCRIPTIONS are guaranteed to hold good for ONE YEAR FROM DATE OF PUBLICATION.

K. A. MASSEY.

Hongkong, March 18, 1909.

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30 LONDON ARTISTS 30OPENING NIGHT.
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THE PRISONER OF ZENDASATURDAY, May 1st,
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THE BELLS.TUESDAY, May 4th,
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Hongkong, April 24, 1909.

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MEMOS FOR TO-MORROW.

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2.30 p.m.—Auction of Household Fur-
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Miscellaneous

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on this date subject to rent.Goods per Duffin undelivered after
this date subject to rent.

General Memoranda.

FRIDAY, April 30—

2.15 p.m.—Meeting of His Majesty's
Justices of the Peace at the Magistracy.

SATURDAY, May 1—

9.15 p.m.—Library Concert at City Hall.

FRIDAY, May 7—

12.30 p.m.—Meeting of Union Insurance
Society of Canton, Ltd., at Head Office.13.45 p.m.—Meeting of China Traders
Insurance Co., Ltd., at Head Office.

The China Mail

HONGKONG, TUESDAY, APRIL 27, 1909.

HONGKONG AND ITS
VOLUNTEERS.

In the defence scheme of the Colony the Hongkong Volunteer Corps finds a very definite place: it is therefore a pity that the Corps is not better supported by the young men of this, the most Easterly possession of the English Crown. His Excellency the Governor, Sir FREDERICK LOGARD, speaking on Saturday evening at the annual dinner of the Corps, promised to do all that in him lay to further the interests of the Volunteers, while Sir HENRY BERKELEY, Chairman of the Hongkong Volunteer Reserve Association, urged every man in the Colony to come forward and join the Corps. Sir FREDERICK LOGARD has been a keen supporter of the movement ever since he came to the Colony, and it was at his suggestion that Sir HENRY BERKELEY, some time last July, addressed a letter to the General Chamber of Commerce in which he asked whether it was not feasible for the heads of all British firms and banking and other companies when engaging employees in England to make it a condition of engagement that they should join the local Volunteer Corps if so required by their employers. The suggestion was duly considered and discussed at length by the British members of the committee, and it is hardly surprising that so many embarrassing difficulties were foreseen that to the regret of everybody the idea was reported upon as being impracticable. At the same time the Secretary of the Chamber was instructed to reply to Sir HENRY that "the individual British members of my Committee strongly sympathise with its object and are prepared one and all to encourage volunteering among their employees. They therefore welcome the Government's proposal to study the convenience of employers by arranging for seasons of drill calculated to ensure that too many of their employees shall not be absent from their office duties at any one time, and they are hopeful that consideration in this matter will enable them to continue and even to increase the facilities which they at present grant for the purpose of encouraging every young man to fulfill a manifest part of his duty to his country."

On Monday His Excellency the Governor published a special appeal on this subject to the employers and others of the Colony in which it was stated that steps might be taken provided employees came to the assistance of the Government to hold a camp for Volunteers in the New Territory where a practical system of training would be pursued. It was pointed out, however,

that this scheme could not be worked if the present system was continued by which Volunteers when in Camp go to business every day, at least half-week must be continuously spent in camp. So far as the sympathies of the Government and of Employers are concerned it will be easily perceived that the Volunteer movement is really encircled by favourable approbation and strengthened by the most cordial goodwill. But that is not sufficient by any means. What is wanting at the present moment is the co-operation of the young men themselves, and this seems hard to entail. Of the popularity of the present Officers of the Corps there is no question: the very essential personal equation in that respect is therefore not lacking. And this popularity is combined, we are glad to say, with thorough efficiency. If it then that the British youth of the Colony shirks a little hard work, that the enervating influence of the hot season so saps their vitality as to make discipline and co-ordinated effort unobtainable and therefore not to be borne, much less thought of? That can hardly be, for these same men will toil incredibly hard at a game or field sport on occasion, showing that they are not so pampered and easeloving as one would at first imagine. Of course it goes without saying that should any danger threaten the Colony, every man would rise in its defence, but as Lieut. Col. CHAPMAN forcibly pointed out on Saturday, such aid would be worse than useless: it is the trained and disciplined man who is required in moments of emergency. And such men have to pass through a period of preparation; they cannot be made in a minute. There is an old Japanese proverb, derived from an even older Chinese source, which says, "In the moment of victory tighten your helmet strings"—in other words, let not fancied security lead a man to relax his vigilance. As a nation we are too apt to relax our vigilance in times of profound peace, and as a nation we have paid dearly for this slothful inattention and love of ease and personal comfort when the war-dogs of Bellona have again been let loose from the leash. It would be well if the youth of Hongkong pondered this subject a little. Right glad would we be if the autumn camp showed that the warning of the Governor contained in Monday's memorandum had been taken to heart and that the Volunteer Corps was at last supported as it should be by the full strength of the youth and manhood of the Colony.

NEWS OF THE DAY.

The Indra liner Indrani went ashore at Murchison, near Kobe, on April 14, but was subsequently floated badly damaged.

We have been informed by the Colonial Secretary that the quarantine restrictions imposed on vessels arriving at Bangkok from Hongkong have been withdrawn.

Mr B. Langley, Liberal Member for Attercliffe, has resigned his seat owing to ill-health. Lord Charles Beresford has been asked to stand for the constituency.

Up to April 22nd fifteen former and present members of the Lower House of the Japanese Diet had been arrested in connection with the Sugar Company scandal.

H. M. S. Fame, torpedo-boat destroyer, ran ashore on her way to Kobe, but succeeded in being refloated, and reached Nagasaki on April 21st where she will remain for repairs.

Mr Hasemann will publish in the Autumn Lieut Shackleton's book on the Nimrod Antarctic Expedition which not only penetrated 360 miles further South than any previous expedition, but actually discovered the Southern Magnetic Pole.

By an Admiralty order ships of war are now classed as parishes for the purpose of marriage. At Springfield (Essex) the banns have been published of a local woman and a petty officer, described as of the parish of "H.M.S. Lord Nelson, Rantay Bay, Ireland."

Two Russians who had been tried to Saghalien managed to escape and reach Tokyo, where they resumed their old occupation of bakers. The other day they baked one bit the other over the head with a stick. The boy was held and now Zari Babai must take his girl for money.

Judge—Why did you strike this man? Prisoner—What would you do, Judge, if you left a grocery store and a man came in and asked if he could take a moving picture of your cheese? Judge's Face.

SOCIAL AND PERSONAL.

A marriage took place quietly in London on 24th March of Miss Maude Darrell, the well-known musical comedy actress, to Mr. John Bullock, son of the late Mr. John Bullock, the millionaire textile engineer of Ayrington.

The first-class tramway-car service which the Liverpool Corporation introduced as an experiment is now recognised to be a failure. As a result of repeated requests from passengers desirous of travelling from the Alburgh residential district in greater comfort and seclusion, special cars were built and double fares were charged. The receipts from the first-class cars however, have proved so small as to entail a heavy loss in the running, and the service will probably be withdrawn at an early date.

Mr H. W. Kirby, perhaps one of the finest cricketers Japan has produced, has been transferred from Yokohama to the Hongkong office of the International Banking Corporation. He arrives by the P. & O. Nabie. Mr Kirby will be an acquisition to the cricket field in the Colony. Besides being cricketer, Captain of the Y.O. and A.C., Mr Kirby was Captain of the Yokohama Company of the Boys' Brigade, Hon. Treasurer of the Royal Society of St. George, Yokohama, and a leader in athletic and social work generally.

Major A. H. Wilson, East Surrey Regiment, recently promoted to field rank in the 2nd Battalion, Mhow, has retired from the army, and the vacancy in the East Surrey has been filled by the promotion of Captain A. H. S. Hart-Synnot, D.S.O., to a majority. Major Hart-Synnot, who is the son of General Hart-Synnot, who commanded the Irish Brigade at Peter's Hill, is staff officer on the staff of Major General R. G. Broadwood, C.B., commanding the troops in South China, and he has had a goodly experience of staff work and active service. He had a turn in the Chitral Expedition, 1895, with the Relief Force, was ordinary officer to one of the brigades in the Tirah Expedition, 1897-98, was a mounted infantry officer and staff officer in South Africa, where he earned the D.S.O., and he was an attaché of the Japanese during the campaign in Manchuria.

THE CEMETERY QUESTION

At the Sanitary Board meeting this afternoon, in connection with the Mount Caroline Cemetery the M.O.H. intimated that there was room for thirty-nine more graves in section A. As the Public Works Department were apparently unable to do anything towards laying out a further area as an extension until the Legislative Council had passed the bill relative to disinterments and the Board then authorized the same, he thought the only course to adopt was to ask the Registrar General to notify all the undertakers in the City that section A would be full about the end of this month, and that therefore no further interments could take place in this section after that time. Section A was the free section and the effect of this filling up at Mount Caroline would be to divert all such interments to the Kai Tung Wan Cemetery which at present is not used as fully as it should be. The board was already aware of the difficulties which had arisen in connection with the question of disinterment of remains from ancient graves.

Mr Shelton Hooper intimated:—Let the plan referred to in bylaw 14 be produced at the next meeting. For the time being Kai Tung Wan cemetery had better be used for free burials. When are the Government going to proceed with the new bill re exhumation.

Mr Lau Chu Pak intimated:—I don't see why the poor Chinese should be made to suffer delay in extending this section of the cemetery. Not to say inconvenience, they will look upon their dead from one end of the town to the other, to be buried. Pending the passing of the amendment bill the other sections should be used for burials.

Mr Ho Kom Tong:—I agree with Mr Lau Chu Pak.

ITEMS AT THE COURTS.

Two boatmen were fined \$5 each, at the Marine Court to-day, for failing to exhibit the regulation light.

Two cargo boat women were fined \$10 each, at the Marine Court, to-day, for not keeping the yalos of their boats out of the water.

A punishment of six weeks' hard labour and six hours' stocks was imposed on a native, at the Magistracy to-day, for breaking and entering a house at Tai-kok-tai.

Three stowaways were fined \$50 or two months' hard labour, each, at the Magistracy to-day, for being on board the s.s. Borner.

David E. Martin, chief officer of the s.s. Shan Tung, was fined \$8 at the Magistracy to-day, for behaving in a disorderly manner in the Station compound.

Five mace of opium were found in an egg which was amongst several other preserved eggs shown at the Magistracy to-day. A native in whose possession it was found was fined \$20.

The adjourned application of Arthur M. Gagnon for a partition of the realty interest in the property at 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

THE CIRQUE.

The Hippodrome, Circus and Menagerie, for which Mr Jackson is the advance agent (not the proprietor) opens at Queensway Bay to-morrow. It is said to be positively the biggest show of the kind ever seen in Hongkong.

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

PORT	VESSEL	DATE	REMARKS
SHANGHAI	DELTA	3 p.m. 29th	Freight and Passengers
LONDON, via Suez	ASSAYE	1st May, 1909	Freight and Passengers
LONDON & ANTWERP	NUBIA	About 1st	Freight and Passengers
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	POONA	May	Freight only

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

21 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed sailings from Hongkong, St. John and Quebec.

(Subject to alteration.)

From Hongkong: **EMPEROR OF CHINA** SATURDAY, MAY 1st.

From St. John or Quebec: **EMPEROR OF CHINA** SATURDAY, MAY 1st.

From Hongkong: **EMPEROR OF INDIA** TUESDAY, MAY 11th.

From St. John or Quebec: **EMPEROR OF INDIA** TUESDAY, MAY 11th.

From Hongkong: **EMPEROR OF JAPAN** SATURDAY, MAY 22nd.

From St. John or Quebec: **EMPEROR OF JAPAN** SATURDAY, MAY 22nd.

Each Trans-Pacific "Empire" connects at Vancouver with a Special Mail Express Train and at St. John or Quebec with Atlantic Mail Steamer as shown above. The "Empire of Britain" and "Empire of Ireland" are magnificent vessels of 14,500 tons, speed 30 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) \$71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.

R.M.S. "MONTAGUE" carries only "One Class" of Saloon Passengers (termed Intermediate), the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRANDOCK, General Traffic Agent, Corner Pender Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

FOR PORTLAND, via MOJI, KOBE and YOKOHAMA.

Operating in connection with the OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	To Sail on 1909
ARABIA	4438	O. NUTMAN	about 27th April

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to—

S. SILVERSTONE, Agent.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, via SHANGHAI.

FOR	STEAMSHIP	Captain	To Sail, 1909
SHANGHAI, KOBE and YOKOHAMA	POLYNESIEN	Broc	April 10, p.m.
MARSEILLES, via Port-au-François	TONKIN	Charbonnel	May 11, at 1 p.m.
SHANGHAI, KOBE and YOKOHAMA	SYDNEY	X	May 24, p.m.
MARSEILLES, via Port-au-François	OCEANEN	Skinner	May 25, at 1 p.m.

TRANS-SHIPING on the Co.'s Steamers at Singapore for Batavia, St. Colombo for Cebu, Manila, Borneo and Australia, at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London, via Paris, from \$27.10 up to \$71.10. 20 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in London.

For further particulars, apply to—

P. de CHAMPMORIN, Agent, QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE HAMBURG.

FAST-ASIATIC FREIGHT SERVICE.

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES to HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also, v. Aden or Port Said, by the Company's Arabian and Persian Service to Aden and Persian Gulf Ports.

Next sailings from HONGKONG.

Outward	Home
For Shanghai, Yokohama & Kobe	For Marseilles, Havre & Hamburg
S.S. BOADIA	S.S. BRUGAVIA
27th April	2nd May
S.S. BOADIA	S.S. BRUGAVIA
4th May	9th May
S.S. BOADIA	S.S. BRUGAVIA
11th May	16th May
S.S. BOADIA	S.S. BRUGAVIA
18th May	23rd May
S.S. BOADIA	S.S. BRUGAVIA
25th May	30th May
S.S. BOADIA	S.S. BRUGAVIA
1st June	6th June
S.S. BOADIA	S.S. BRUGAVIA
8th June	13th June
S.S. BOADIA	S.S. BRUGAVIA
15th June	20th June
S.S. BOADIA	S.S. BRUGAVIA
22nd June	27th June
S.S. BOADIA	S.S. BRUGAVIA
29th June	4th July
S.S. BOADIA	S.S. BRUGAVIA
6th July	11th July
S.S. BOADIA	S.S. BRUGAVIA
13th July	18th July
S.S. BOADIA	S.S. BRUGAVIA
20th July	25th July
S.S. BOADIA	S.S. BRUGAVIA
27th July	1st August
S.S. BOADIA	S.S. BRUGAVIA
3rd August	8th August
S.S. BOADIA	S.S. BRUGAVIA
10th August	15th August
S.S. BOADIA	S.S. BRUGAVIA
17th August	22nd August
S.S. BOADIA	S.S. BRUGAVIA
24th August	29th August
S.S. BOADIA	S.S. BRUGAVIA
31st August	5th September
S.S. BOADIA	S.S. BRUGAVIA
7th September	12th September
S.S. BOADIA	S.S. BRUGAVIA
14th September	19th September
S.S. BOADIA	S.S. BRUGAVIA
21st September	26th September
S.S. BOADIA	S.S. BRUGAVIA
28th September	3rd October
S.S. BOADIA	S.S. BRUGAVIA
5th October	10th October
S.S. BOADIA	S.S. BRUGAVIA
12th October	17th October
S.S. BOADIA	S.S. BRUGAVIA
19th October	24th October
S.S. BOADIA	S.S. BRUGAVIA
26th October	31st October
S.S. BOADIA	S.S. BRUGAVIA
2nd November	7th November
S.S. BOADIA	S.S. BRUGAVIA
9th November	14th November
S.S. BOADIA	S.S. BRUGAVIA
16th November	21st November
S.S. BOADIA	S.S. BRUGAVIA
23rd November	28th November
S.S. BOADIA	S.S. BRUGAVIA
30th November	5th December
S.S. BOADIA	S.S. BRUGAVIA
7th December	12th December
S.S. BOADIA	S.S. BRUGAVIA
14th December	19th December
S.S. BOADIA	S.S. BRUGAVIA
21st December	26th December
S.S. BOADIA	S.S. BRUGAVIA
28th December	3rd January
S.S. BOADIA	S.S. BRUGAVIA
4th January	10th January
S.S. BOADIA	S.S. BRUGAVIA
11th January	17th January
S.S. BOADIA	S.S. BRUGAVIA
18th January	24th January
S.S. BOADIA	S.S. BRUGAVIA
25th January	31st January
S.S. BOADIA	S.S. BRUGAVIA
1st February	7th February
S.S. BOADIA	S.S. BRUGAVIA
8th February	14th February
S.S. BOADIA	S.S. BRUGAVIA
15th February	21st February
S.S. BOADIA	S.S. BRUGAVIA
22nd February	28th February
S.S. BOADIA	S.S. BRUGAVIA
1st March	6th March
S.S. BOADIA	S.S. BRUGAVIA
8th March	13th March
S.S. BOADIA	S.S. BRUGAVIA
15th March	20th March
S.S. BOADIA	S.S. BRUGAVIA
22nd March	27th March
S.S. BOADIA	S.S. BRUGAVIA
29th March	4th April
S.S. BOADIA	S.S. BRUGAVIA
5th April	11th April
S.S. BOADIA	S.S. BRUGAVIA
12th April	18th April
S.S. BOADIA	S.S. BRUGAVIA
19th April	25th April
S.S. BOADIA	S.S. BRUGAVIA
26th April	2nd May
S.S. BOADIA	S.S. BRUGAVIA
3rd May	9th May
S.S. BOADIA	S.S. BRUGAVIA
10th May	16th May
S.S. BOADIA	S.S. BRUGAVIA
17th May	23rd May
S.S. BOADIA	S.S. BRUGAVIA
24th May	30th May
S.S. BOADIA	S.S. BRUGAVIA
31st May	6th June
S.S. BOADIA	S.S. BRUGAVIA
7th June	13th June
S.S. BOADIA	S.S. BRUGAVIA
14th June	20th June
S.S. BOADIA	S.S. BRUGAVIA
21st June	27th June
S.S. BOADIA	S.S. BRUGAVIA
28th June	4th July
S.S. BOADIA	S.S. BRUGAVIA
5th July	11th July
S.S. BOADIA	S.S. BRUGAVIA
12th July	18th July
S.S. BOADIA	S.S. BRUGAVIA
19th July	25th July
S.S. BOADIA	S.S. BRUGAVIA
26th July	1st August
S.S. BOADIA	S.S. BRUGAVIA
2nd August	7th August
S.S. BOADIA	S.S. BRUGAVIA
9th August	14th August
S.S. BOADIA	S.S. BRUGAVIA
16th August	21st August
S.S. BOADIA	S.S. BRUGAVIA
23rd August	28th August
S.S. BOADIA	S.S. BRUGAVIA
30th August	5th September
S.S. BOADIA	S.S. BRUGAVIA
6th September	12th September
S.S. BOADIA	S.S. BRUGAVIA
13th September	19th September
S.S. BOADIA	S.S. BRUGAVIA
20th September	26th September
S.S. BOADIA	S.S. BRUGAVIA
27th September	3rd October
S.S. BOADIA	S.S. BRUGAVIA
4th October	10th October
S.S. BOADIA	S.S. BRUGAVIA
11th October	17th October
S.S. BOADIA	S.S. BRUGAVIA
18th October	24th October
S.S. BOADIA	S.S. BRUGAVIA
25th October	31st October
S.S. BOADIA	S.S. BRUGAVIA
31st October	6th November
S.S. BOADIA	S.S. BRUGAVIA
7th November	13th November
S.S. BOADIA	S.S. BRUGAVIA
14th November	20th November
S.S. BOADIA	S.S. BRUGAVIA
21st November	27th November
S.S. BOADIA	S.S. BRUGAVIA
28th November	4th December
S.S. BOADIA	S.S. BRUGAVIA
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19th December	25th December
S.S. BOADIA	S.S. BRUGAVIA
26th December	1st January
S.S. BOADIA	S.S. BRUGAVIA
31st December	5th January
S.S. BOADIA	S.S. BRUGAVIA
6th January	12th January
S.S. BOADIA	S.S. BRUGAVIA
13th January	19th January
S.S. BOADIA	S.S. BRUGAVIA
20th January	26th January
S.S. BOADIA	S.S. BRUGAVIA
27th January	2nd February
S.S. BOADIA	S.S. BRUGAVIA
3rd February	9th February
S.S. BOADIA	S.S. BRUGAVIA
10th February	16th February
S.S. BOADIA	S.S. BRUGAVIA
17th February	23rd February
S.S. BOADIA	S.S. BRUGAVIA
24th February	2nd March
S.S. BOADIA	S.S. BRUGAVIA
3rd March	9th March
S.S. BOADIA	S.S. BRUGAVIA
10th March	16th March
S.S. BOADIA	S.S. BRUGAVIA
17th March	23rd March
S.S. BOADIA	S.S. BRUGAVIA
24th March	30th March
S.S. BOADIA	S.S. BRUGAVIA
31st March	6th April
S.S. BOADIA	S.S. BRUGAVIA
7th April	13th April
S.S. BOADIA	S.S. BRUGAVIA
14th April	20th April
S.S. BOADIA	S.S. BRUGAVIA
21st April	27th April
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28th April	4th May
S.S. BOADIA	S.S. BRUGAVIA
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S.S. BOADIA	S.S. BRUGAVIA
12th May	18th May
S.S. BOADIA	S.S. BRUGAVIA
19th May	25th May
S.S. BOADIA	S.S. BRUGAVIA
26th May	1st June
S.S. BOADIA	S.S. BRUGAVIA
31st May	6th June
S.S. BOADIA	S.S. BRUGAVIA
6th June	12th June
S.S. BOADIA	S.S. BRUGAVIA
13th June	19th June
S.S. BOADIA	S.S. BRUGAVIA
20th June	26th June
S.S. BOADIA	S.S. BRUGAVIA
27th June	3rd July
S.S. BOADIA	S.S. BRUGAVIA
4th July	10th July
S.S. BOADIA	S.S. BRUGAVIA
11th July	17th July
S.S. BOADIA	S.S. BRUGAVIA
18th July	24th July
S.S. BOADIA	S.S. BRUGAVIA
25th July	31st July
S.S. BOADIA	S.S. BRUGAVIA
31st July	6th August
S.S. BOADIA	S.S. BRUGAVIA
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28th August	3rd September
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16th October	21st October
S.S. BOADIA	S.S. BRUGAVIA
23rd October	28th October
S.S. BOADIA	S.S. BRUGAVIA
30th October	4th November
S.S. BOADIA	S.S. BRUGAVIA
6th November	11th November
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31st December	6th January
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14th January	20th January
S.S. BOADIA	S.S. BRUGAVIA
21st January	27th January
S.S. BOADIA	S.S. BRUGAVIA
28th January	3rd February
S.S. BOADIA	S.S. BRUGAVIA
4th February	10th February
S.S. BOADIA	S.S. BRUGAVIA
11th February	17th February
S.S. BOADIA	S.S. BRUGAVIA
18th February	24th February
S.S. BOADIA	S.S. BRUGAVIA
25th February	3rd March
S.S. BOADIA	S.S. BRUGAVIA
3rd March	10th March
S.S. BOADIA	S.S. BRUGAVIA
10th March	17th March
S.S. BOADIA	S.S. BRUGAVIA
17th March	24th March
S.S. BOADIA	S.S. BRUGAVIA
24th March	30th March
S.S. BOADIA	S.S. BRUGAVIA
31st March	6th April
S.S. BOADIA	S.S. BRUGAVIA
7th April	13th April
S.S. BOADIA	S.S. BRUGAVIA
14th April	20th April
S.S. BOADIA	S.S. BRUGAVIA
21st April	27th April
S.S. BOADIA	S.S. BRUGAVIA
28th April	4th May
S.S. BOADIA	S.S. BRUGAVIA
5th May	11th May
S.S. BOADIA	S.S. BRUGAVIA
12th May	18th May
S.S. BOADIA	S.S. BRUGAVIA
19th May	25th May
S.S. BOADIA	S.S. BRUGAVIA
26th May	1st June
S.S. BOADIA	S.S. BRUGAVIA
31st May	6th June
S.S. BOADIA	S.S. BRUGAVIA
6th June	12th June
S.S. BOADIA	S.S. BRUGAVIA
13th June	19th June
S.S. BOADIA	S.S. BRUGAVIA
20th June	26th June
S.S. BOADIA	S.S. BRUGAVIA
27th June	3rd July
S.S. BOADIA	S.S. BRUGAVIA
4th July	10th July
S.S. BOADIA	S.S. BRUGAVIA
11th July	17th July
S.S. BOADIA	S.S. BRUGAVIA
18th July	24th July
S.S. BOADIA	S.S. BRUGAVIA
25th July	31st July
S.S. BOADIA	S.S. BRUGAVIA
31st July	6th August

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	VESSELS	TO SAIL ON	ARRIVALS
SHANGHAI	DELTA	1 p.m. 28th	Freight and Passengers
LONDON, via Suez	ASSAYE	1 p.m. 1st	Freight and Passengers
LONDON & ANTWERP	NUBIA	1 p.m. 1st	Freight and Passengers
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	POONA	1 p.m. 1st	Freight and Passengers

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

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(Subject to alteration.)

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From St. John or Quebec: **EMPEROR OF BRITAIN** FRIDAY, MAY 28TH. **EMPEROR OF IRELAND** FRIDAY, JUNE 18TH.

Each Trans-Pacific 'Empress' connects at Vancouver with a Special Mail Express Train and at St. John or Quebec with Atlantic Mail Steamers as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

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SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'MONTAGLE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

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OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to S. SILVERSTONE, Agent.

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FORTNIGHTLY SERVICE TO AND FROM EUROPE, via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, via SHANGHAI.

FOR	STEAMERS	CAPTAIN	TO SAIL
SHANGHAI, KOBE and YOKOHAMA	POLYNESIE	Broc.	April 10, p.m.
MARSEILLES, via Port-au-François	TONKIN	Charbonnel	May 11, at 1 p.m.
SHANGHAI, KOBE and YOKOHAMA	SYDNEY	X.	May 24, p.m.
MARSEILLES, via Port-au-François	OCEANIE	Sellier	May 26, at 1 p.m.

TRANSHIPMENT on the Co.'s Steamers at Singapore for Batavia, Colombo for Calcutta, Bombay and Australia, at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London, via Paris, from £27.10 up to £11.10. 20 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

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For further particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

For Shanghai, Yokohama & Kobe: S.S. SCANDIA, 27th April. S.S. SIBERIA, 10th May. S.S. SILENTIA, 17th May. S.S. SIBERIA, 24th May. S.S. SILENTIA, 31st May.

For Antwerp & Hamburg: S.S. LIBERIA, about middle of May. For Antwerp, Rotterdam & Hamburg: S.S. BELGIKA, about beg. of June. For Havre & Hamburg: S.S. SCANDIA, 2nd June.

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PACIFIC MAIL S.S. COMPANY.

TOYO KISEN KAISHA.

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Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
SIBERIA	18,000 Tons, TUESDAY, 4th May, at Noon.
CHINA	10,200 Tons, TUESDAY, 11th May, at Noon.
MANOHUA	27,000 Tons, SATURDAY, 22nd May, at Noon.
CHITTO MARU	21,000 Tons, SATURDAY, 4th June, at Noon.
ASIA	21,000 Tons, TUESDAY, 15th June, at Noon.
MONGOLIA	27,000 Tons, SATURDAY, 19th June, at Noon.
TENYO MARU	21,000 Tons, TUESDAY, 23rd June, at Noon.
KOREA	18,000 Tons, SATURDAY, 27th June, at Noon.
NIPPON MARU	11,000 Tons, SATURDAY, 10th July, at Noon.

Twice a week. The S.S. SIBERIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama, Yokohama and Honolulu, on TUESDAY, May 4th, at Noon.

Fares: Hongkong to London £71. 10. 0. including Berth and Meals across America.

INTERMEDIATE SERVICE. The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

China, 10,200 Tons, TUESDAY, 11th May, at Noon. Asia, 9,500 Tons, FRIDAY, 4th June, at Noon. China, 10,200 Tons, TUESDAY, 27th July, at Noon.

Hongkong to London, via Canadian Atlantic Ports, £43. Special Rates (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, Kine's Buildings (opposite Blake Pier).

S. SILVERSTONE, Agent.

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EXTRA PASSENGER SERVICE NEW STEAMERS EUROPEAN LINE.

FOR GEN. A. MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9000 Tons Passenger Steamers will be despatched from Hongkong as follows:-

Miyasaki Maru (Capt. W. BARNSTON) About Wed., 6th May. Kitano Maru (Capt. F. E. COPE) About Wed., 2nd June. Hirano Maru (Capt. H. FRAZER) About Wed., 30th June. Kamo Maru (Capt. F. L. SOMMER) About Wed., 28th July.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD. For further particulars, apply to NIPPON YUSEN KAISHA.

Hongkong, December 30, 1908. 1748

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KANAGAWA MARU, Capt. J. Nagao, Tons 6189.	WEDNESDAY, 28th April, at Daylight.
	BAKATA MARU, Capt. T. Murai, Tons 6181.	WEDNESDAY, 12th May, at Daylight.
VICTORIA, B.O. AND SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA AND YOKOHAMA.	AKI MARU, Capt. E. Sato, Tons 8444.	TUESDAY, 27th April, at Noon.
	CEYLON MARU, Capt. Fred. Fyne, Tons 5068.	TUESDAY, 11th May, at Noon.
SYDNEY AND MELBOURNE, via MANILA, THURS. DAY ISLAND, TOWNSVILLE AND BRISBANE.	YAWATA MARU, Capt. T. Sekino, Tons 3817.	FRIDAY, 14th May, at Noon.
	NIKKO MARU, Capt. M. Yagi, Tons 5639.	FRIDAY, 11th May, at Noon.
KOBE AND YOKOHAMA	SADO MARU, Capt. Geo. Anderson, Tons 6227.	THURSDAY, 6th May, at Daylight.
BOMBAY, via SINGAPORE AND COLOMBO.	YUTOMI MARU, Capt. R. Smith, Tons 4000.	SUNDAY, 9th May.
NAGASAKI, KOBE AND YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 5639.	WEDNESDAY, 12th May, at Noon.

* Calling at Shimoda. * Cargo only.

* Fitted with Marconi's System of wireless telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 6 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO, Manager.

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HEAD OFFICE: SHIMIZU, Kobe, Japan.

BRANCHES: NIPPON YUSEN KAISHA, SHIMIZU, Kobe, Japan and HONGKONG.

CABLE ADDRESSES: MIYASAKI, applying to Head Office and Shimizu Branch.

YUTAKA, applying to Hongkong Branch only.

A. B. C. Code: K. Y. K. (Kobe Y. K. Kaisha).

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Y. KUBO, Manager, Hongkong.

4th Floor, No. 2, CONNAUGHT ROAD.

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LORD C. BARNSTON'S.

First Lord's Explanation.

In the House of Commons on March 15 Mr. Ashley asked the First Lord of the Admiralty on what date it was decided to vary the usual term of tenure of the Channel Fleet; and when was that decision first communicated to the Commander-in-Chief of that Fleet.

Mr. McKenna: The expression "usual term" in the question is misleading. There has only been one Commander-in-Chief of the Channel Fleet before Lord Charles Barnard, namely, Sir A. Wilson, who was appointed Commander-in-Chief of the Home Fleet in May 1903, and continued in chief command of that and the Channel Fleet for nearly four years. Previous to his appointment to the Home Fleet the only fully-manned fleet in home waters was the Channel Fleet, which was commanded by the Vice-Admiral, who was not a Commander-in-Chief. But the usual duration of this appointment was two years. There are only three Commanders-in-Chief—those of the Atlantic, the Home, and the Channel Fleets. The duration of the Atlantic command was fixed at two years in 1905, and that of the present Home and Channel Fleet was fixed at two years in December 1908. The two Commanders-in-Chief affected were informed as soon as the decision was arrived at.

Mr. Ashley: Is it not a fact that although in the case of the Channel Fleet the average period was two years, in every case the officer was promoted to a higher and more important command and not turned out of his command as in this case? (Hear, hear.)

Mr. McKenna: I have said that the Channel Fleet has only had one Commander-in-Chief prior to Lord C. Barnard. Before the appointment of Sir A. Wilson, the command was held by a Vice-Admiral, who was not a Commander-in-Chief. And that command was made a command for two years. The first was limited to two years in 1905, and the same limit has been placed on the other two commands, except in exceptional circumstances.

Mr. Ashley: Is it not a fact that these Vice-Admirals were promoted to higher commands and did not have their active service terminated, as has been done with Lord C. Barnard? (Hear, hear.)

Mr. McKenna: It is impossible to say if any naval officer who is available for command that his active service is terminated at any given time.

Mr. Ashley: Has, then, any further command been offered to Lord Charles Barnard?

Mr. McKenna: No, sir.

Mr. Ashley: What are the grounds for curtailing the tenure of the command of the Channel Fleet, and were they at any time communicated to the Commander-in-Chief of that Fleet?

Mr. McKenna: I am unable to state the grounds on which the Admiralty either extend or terminate commanding officers' periods of command. The Commander-in-Chief of the Channel Fleet received the usual intimation of the date on which his direction of the command would expire.

Mr. Ashley: Will the right hon. gentleman lay on the table the general rule governing the Admiralty in such a case?

Mr. McKenna: No, sir; it would be impossible.

Mr. Balfour: Is it impossible for the Admiralty to say this is so important and secret a matter that they cannot give the information?

No answer was offered.

Mr. Ashley further asked whether the decision as to the tenure of the command of the Channel Fleet was applicable only to the present Commander-in-Chief, or was it to be of general application for the future; and if it was also to be applied to the command of the Home or main Fleet, Mr. McKenna: The present Commander-in-Chief will hold the appointment for two years. I am unable to say what will be the view of a future Board of Admiralty as to the duration of these commands.

PEAK TRAMWAYS COMPANY.

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TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.15 p.m. Every 15 minutes.

12.15 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 8.45 p.m. Every 15 minutes.

8.45 p.m. to 9 p.m. Every 15 minutes.

9 p.m. to 9.45 p.m. Every 15 minutes.

9.45 p.m. to 11.15 p.m. Every 15 minutes.

11.15 p.m. to 11.45 p.m. Every 15 minutes.

11.45 p.m. to 12.15 a.m. Every 15 minutes.

12.15 a.m. to 1.00 a.m. Every 15 minutes.

1.00 a.m. to 1.30 a.m. Every 15 minutes.

1.30 a.m. to 2.00 a.m. Every 15 minutes.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	FOOSHING	THURSDAY, April 29, at 4 p.m.
SINGAPORE, PENANG, and CALCUTTA	KUMSANG	FRIDAY, April 30, at Noon.
SHANGHAI, via NINGPO, KWONGSANG, FRIDAY		April 30, at Noon.
MANILA	CHONGSANG	FRIDAY, April 30, at 4 p.m.
TIENSIN	CHONGSANG	SATURDAY, May 1, at Noon.
MANILA	YUEHSANG	FRIDAY, May 7, at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOI	KUTSANG	WEDNESDAY, May 19, at Noon.

RETURN TOURS TO JAPAN. Occupying 24 days.

THE steamers Kutang, Nungang and Pookang leave about every 2 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 to 8 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified Surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

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For Freight or Passage, apply to Telephone No. 81. JARDINE, MATHESON & Co., Ltd., General Managers.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HOIHOW & HAIPHONG	SINGAN	April 29, at 9 a.m.
SHANGHAI	YINGCHOW	April 29, at 4 p.m.
SHANGHAI (connects with Siberian Mail to Europe)	ANHUI	May 2, Daylight.
MANILA	TAI	May 4, at 8 p.m.
TIENSIN	CHONGHWA	May 6, at 4 p.m.
SHANGHAI	CHONGHWA	May 8, at 4 p.m.
OREU & ILOILO	KALPONG	May 7, at 4 p.m.

MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, with transshipment for TASMANIA, NEW ZEALAND and ADELAIDE, PERTH & PERTH.

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FAST SCHEDULE TWIN SURE STEAMERS (S.S. Anhui, Chenan, Linan, Chihna)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Saloons and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung. Sunday morning sailings carry passengers and H.M. Mails to connect with Siberian Mail to Europe.

FARES INCLUDING WINES:—Single \$40, return \$70. For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI, via SWATOW, AMOI and FOOSHOW.	BUJUN MARU, Capt. Y. FUKURO.	WEDNESDAY, 28th April, at 10 a.m.
ANPING, via SWATOW, TAKAO and AMOI.	SHOSHU MARU, Capt. K. SUGI.	THURSDAY, 29th April, at 10 a.m.
TAMSUI,		

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to Colombo	Leave Hongkong	Connecting Steamers from Colombo to Marseilles & London	Due at Marseilles (Brindisi 3 days earlier)	Due at London (1 day later)
ARRAVAL	May 1	MARMOIRA	May 29	June 4
DELTA	May 15	INDIA	June 13	June 18
OBANA	May 29	VICTORIA	June 27	July 2
DEBIA	June 12	MOULTAN	July 11	July 16
DEVANHA	June 26	CHINA	July 25	July 30
AS-AYE	July 10	MAISONIA	Aug. 8	Aug. 13
DELTA	July 24	MOLDAVIA	Aug. 22	Aug. 27
ARRAVAL	Aug. 7	MANTUA	Sept. 5	Sept. 10
CALEDONIA	Aug. 21	MONGOLIA	Sept. 19	Sept. 24

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Four Seas.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.
In addition to the above Mail Steamers the following:

INTERMEDIATE (Non-Transit) STEAMERS
WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave Hongkong	Due at London
NURIA	May 5	June 19
PERA	May 19	July 3
BOHA	May 31	July 15
POONA	June 14	July 28
NAMUR	June 28	Aug. 11
SIMLA	July 12	Aug. 25
MAITA	July 26	Sept. 8
SARDINIA	Aug. 9	Sept. 22

These Steamers call also at Singapore, Penang, Colombo, and at Malta & Marseilles.
* Carry 1st and 2nd Saloon Passengers.
For further particulars, Apply to

E. A. HEWETT,
Superintendent.THE EASTERN & AUSTRALIAN
MAIL SERVICE
TO AUSTRALIA.MAIL SCHEDULE.
(SUBJECT TO MODIFICATION).

Steamers	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	May 3	28th April, at Noon
ADENHAM	May 31	26th May, at Noon
EMPIRE		23rd June, at Noon

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.
For further particulars, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, November 2, 1908.

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Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
RUBI	2540	R. W. Almond	Manila	SATURDAY, May 1, at Noon.
KAFIRO	2540	R. Rodger	Manila	May 8, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co. General Managers.

HONGKONG-NEW YORK & BOSTON

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK & BOSTON, via PORTS
AND SUZ CANAL.(With liberty to call at the
MALABAR COAST).

INDRAMAYO
For Freight and further information, apply to

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Hongkong, March 19, 1909.

Shipping.

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HIGHEST CLASS, Fastest and most luxurious Steamers on the Coast, having
splendid Accommodation for First-Class Passengers. Electric Light and First-
Class Cuisine.

STEAMSHIP	FOR	LEAVING
HAIMUN	SWATOW	WEDNESDAY, 28th April, at 1 p.m.
HAICHING	SWATOW, AMOY & FOCHOW	FRIDAY, 30th April, at 1 p.m.
HAITAN	SWATOW, AMOY & FOCHOW	TUESDAY, 4th May, at Noon.

For the convenience of Passengers, Steamers will arrive at, and
depart from, the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, November 17, 1908.

JAVA-CHINA-JAPAN LIJN
REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMSHIP	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TOIPANAS	MOJI, via AMOY	Second half of April	JAVA	Second half of April
TJIKINI	JAPAN	First half of May	JAPAN	First half of May
TJIBODAS	JAVA	Do	JAPAN	Do
TJIMAH	JAVA	Do	SHANGHAI	Do
TJILIWONG	JAVA	First half of June	JAPAN	First half of June
TJILATJAP	JAVA	Do	SHANGHAI	Do

THE Steamers are all fitted throughout with Electric Light and have accommodation
for a limited number of Saloon Passengers, and will take Cargo to all Nether-
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JAVA-CHINA-JAPAN LIJN.

Vox Buildings, 1st Floor.

Telephone No. 375.

1307

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, etc.

HEAD OFFICE—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-
SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the World.
BAGGAGE collected, forwarded and insured at lowest rates.
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FOREIGN MONIES exchanged.
Head Office for the Far East:
16, DES VUEX ROAD,
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Japan Office:
14, WATER STREET,
Yokohama.
Hongkong, April 4, 1908.

GREAT NORTHERN
STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA

23,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG
AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA' Captain Chas. AUSTIN. THURSDAY, 6th May,
at Noon 1909.
Calling at Manila, P.I. Westbound and omitting Shanghai Eastbound.

Direct connections at Seattle with Great Northern and Northern
Pacific Railways for all points in the United States and Canada; also with
Atlantic Steamship Lines for all points in Great Britain and on the Con-
tinent. Direct connection at Hong Kong for Manila, Straits Settle-
ments, Java, India, London and Paris.
LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms
(all room), Music room, Library, Smoking room, Nursery, Laundry, Tele-
phone, etc.
Trans-Pacific Cabin passengers may travel by rail to desired ports of Yoko-
hama, Kobe and Nagasaki, without extra charge.
For convenience of coastwise cabin passengers return tickets are interchangeable with
regular mail lines between Japan, China and Hong Kong.
For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.



FOR CALCUTTA AND SOUTH
AFRICAN PORTS.

THE Steamship
INVERIO, 4789 Tons,
(Captain Howie),
will be despatched on or about WEDNES-
DAY, the 28th April, taking Cargo for
CALCUTTA and SOUTH AFRICAN
PORTS.
For Freight and further particulars,
apply to

DODWELL & CO., LTD.,
Agents.

(Taking Cargo at through rates to the
BRITISH, PUNJAB, GUYANA, RED SEA,
BLACK SEA, LANTANA, VARIOUS AND
AFRICAN PORTS.)

THE Company's Steamship
AUSTRIA,
Captain Gosen, will be despatched as
above on THURSDAY, the 29th April.
This Steamer has splendid accommoda-
tion for passengers. Electric Light and
carries a Doctor and Stewards.
For information as to Passage and
Freight, apply to

SANDER, WILDER & CO.,
Agents.
HONGKONG BUILDINGS
Hongkong, April 24, 1909.

FOR SHANGHAI, YOKOHAMA, KOBE
AND MOJI.

THE Steamship
GREGORY APOAR,
Captain S. H. BROWN, will be despatched
for the above Ports on MONDAY, the 3rd
May, at Noon.

This Steamer has Superior Accommoda-
tion for Passengers, is installed through-
out with Electric Light and carries a duly
certified Doctor.

For Freight or Passage, apply to
DAVID SASSON & Co., Ltd.,
Agents.

Hongkong, April 23, 1909.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Shipping.

FOR
STRAITS, CHINA, AUSTRALIA,
INDIA, ADEK, SOYIT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CON-
TINENTAL, AMERICAN AND
SOUTH AFRICAN PORTS.

THE Steamship JESSIE, Captain
OWEN JONES, R.N., carrying His
Majesty's Mails, will be despatched from
this for BOMBAY, etc., with Passengers
and Mails, on SATURDAY, the 1st May,
1909, at Noon, taking Passengers and
Cargo for the above ports in connection
with the Company's Steamship Marjona,
16,500 tons, from Colombo, Passengers
accommodation in which vessel is secured
before departure from Hongkong.
Suez and Yaboules, all Cargo for France
and India for London (undertransshipment) will
be transhipped at Colombo into the mail
steamer proceeding to Marseilles and
London; other cargo for London, etc., will
be conveyed via Bombay by the R.M.S.
Egypt, due in London on the 11th June,
1909.

Parcels will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, April 17, 1908.

SHIRE LINE OF STEAMERS, LTD.
FOR SOUTHAMPTON, LONDON &
ANTWERP.

THE Steamship
MONMOUTHSHIRE,
Captain G. S. WATKINS, R.N., will be
despatched as above on or about 3rd May.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, April 5, 1908.

CHINA NAVIGATION COMPANY,
LIMITED.

HONGKONG TO SHANGHAI.
DIRECT CARGO AND PASSENGER
SCHEDULE SERVICE.

THE Twin Screw Steamers 'ANRU' &
'CHEN' leave Hongkong alternately
every THURSDAY, P.M. and SUNDAY, at
Daylight, for Shanghai direct.

The Sunday morning steamers are availed
of by the Postal Authorities for the con-
veyance of H.M. Mails to Europe, via the
Suez route, and are the most regular
and convenient sailings for passengers tra-
velling via Suez.

For further Particulars, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 8, 1908.

CHARGEURS REUNIS
FRENCH STEAMSHIP COMPANY.

REGULAR FREIGHT SERVICE
TO SAN FRANCISCO, MEXICO, PERU,
CHILE, RIVER PLATE, BRAZIL.

THE Steamers of the Chargeurs Reunis
Co. proceed from Yokohama DIRECT
TO SAN FRANCISCO, without any call
en route thus affording a fast regular cargo
service from China and Japan to San
Francisco.

The S.S. AMIRAL KEXELMANS,
10,000 Tons, Captain X,
will be despatched for San Francisco and
other above destinations on or about the
21st of May.

For further particulars, apply to
MESSAGERIES MARITIMES,
Agents at Hongkong.

Hongkong, April 14, 1908.

INTERNATIONAL SLEEPING
CAR & EXPRESS TRAINS
COMPANY.

(THE GREAT TRANS-SIBERIAN
ROUTE TO EUROPE)

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates
of passage, etc., in connection with above.

SEWAN, TOMES & CO.,
Agents.

Hongkong, August 7, 1907.

REFORM IN CHINA
BEING a letter addressed to Rev.
B. Arnold Lord Charles Beaumont
O.B.M.F. And an article in reply to
CHINA: 'THE SLEEP AND
AWAKENING.'

To be had in pamphlet form at the
China Mail Office, 5, Wyndham Street.

Price 50 Cents.

THE BACK DOOR.
A SKETCH OF WHAT MIGHT
HAPPEN.

Reprinted from the 'CHINA MAIL'.
To be had at the 'CHINA MAIL' Office,
5, Wyndham Street.

Price 50 Cents.

SECOND EDITION.
HISTORY OF THE CHURCHES OF
INDIA, BURMA, SIKH, THE MALA-
PUNDA, COLUMBIA, ANJAM, THIRU-
CONJA AND JAVAN.

Translated by EDWARD HARTLEY PARKER
and
Reprinted from 'THE CHINA REVIEW'.
Price 50 Cents.

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5, Wyndham Street.

SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE

BETWEEN

CHINA & EUROPE, via DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Chang-
chun (Khabarovsk), in connection with Siberian Express trains at Harbin, by a
train composed of specially equipped Sleeping and Dining Cars, expressly built
for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES:
Dairen-Liaison—For Ryojun (Port Arthur), 2 hours from Dairen.
Yingkou-Liaison—For Yingkou (Newchwang), 1 hour from Dairen.
Anzhou-Haichang—A light railway from Dairen to Haichang, connecting
with the Korean Railway.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger
Steamer 'Kobe Maru' (3,877 tons) sailing from Dairen every Monday and from
Shanghai every Friday, in connection with the South Manchurian Express and
Trans-Siberian Route (International Train de Leste).

RAILWAY HOTELS—YAMATO HOTEL (Tel. Ad. 1, Yamato).
At DAIREN (Dairen), PORT ARTHUR and CHANGCHUN (Khabarovsk),
all managed by the Company and provided with every convenience, luxury and
comfort.

TICKET AGENTS in the FAR EAST & EUROPE—Messrs. THOS.
COOK & SON, and the INTERNATIONAL SLEEPING CAR and EXPRESS
TRAINS CO.

FUSHUN COAL

FUSHUN COLLIERIES—Fushun Steam Coal is supplied at Dairen, Yingkou, etc.
Fresh stock always on hand.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Ad. 1, 'Manchuria.' Code: A.B.C. Box No. 1, and Liaison.
Hongkong, January 1, 1909.

Notices to Consignees

NOTICE TO CONSIGNEES.
THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY'S
CHARTERED STEAMER KNIGHT-
ERRANT.

FROM BOMBAY.

CONSIGNEES of Cargo by the above-
named Steamer are hereby informed
that their Goods are being landed, and
placed at their risk in the Godowns at
Kowloon Wharf and Godown Company's
Godowns at Kowloon, where each consign-
ment will be sorted out Mark by Mark, and
delivery can be obtained as soon as the
Goods are landed.

Goods not cleared by the 1st May, at
4 p.m., will be subject to rent.
No Fire Insurance will be effected by me
in any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Con-
signee's and the Company's representative
at an appointed hour.

All claims must be presented within ten
days of the steamer's arrival here after
which date they cannot be recognized.
No Claims will be admitted after the
Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Kowloon, April 26, 1909.

PACIFIC MAIL STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.
FROM SAN FRANCISCO, HONOLULU,
JAPAN & SHANGHAI.

CONSIGNEES of Cargo per Steamship
SIBERIA.

The above-named steamer having
arrived Consignees of Cargo are hereby
notified to send in their Bills of Lading for
counter-signature, and take immediate de-
livery of cargo from alongside.

Cargo impeding discharge of the vessel
will be landed at once at Consignees' risk
and expense.

Cargo remaining on board after SATUR-
DAY, April 24th, 1909, at Noon, will be
landed and stored at Consignees' risk and
expense.

No Fire Insurance whatever will be
effected.

All cargo undelivered WEDNESDAY,
April 28th, 1909, at Noon will be subject
to rent.

All damaged and otherwise damaged cargo
will be examined at the above Company's
Godown MONDAY, April 26th, 1909, at
10 A.M.

S. SILVERSTONE,
Agents.

Hongkong, April 21, 1909.

NOTICE TO CONSIGNEES.
THE PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.'S
STEAMER SOMALI.

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-
named Steamer are hereby informed
that their Goods are being landed and
placed at their risk in the Godowns at
Kowloon Wharf and Godown Company's
Godowns at Kowloon, where each consign-
ment will be sorted out Mark by Mark,
and delivery can be obtained as soon as
the Goods are landed.

Optional Goods will be landed here un-
less instructions are given to the contrary
before 8 Hours.

Goods not cleared by the 30th inst., at
4 p.m., will be subject to rent.
No Fire Insurance will be effected by me
in any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Con-
signee's and the Company's representative
at an appointed hour. All claims must be
presented within ten days of the steamer's
arrival here, after which date they cannot
be recognized. No claims will be admitted
after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, April 24, 1909.

Notices to Consignees.

NOTICE TO CONSIGNEES.
STEAMER OCEANIC.

COMPAGNIE DES MESSEGERIES
MARITIMES.

CONSIGNEES of Cargo from Lohbor
ex ss. Dorogone & Medos; from
HATTA ex ss. Dorogone; from Bon-
ducaux ex ss. Dorogone, in connection
with the above Steamer, are hereby
informed that their Goods, with the ex-
ception of Opium, Treasure and Valua-
bles, are being landed and stored at their
risk in the Godowns at Kowloon Wharf
and Godown Company's Godowns at
Kowloon, where delivery may be ob-
tained immediately after landing.

Optional Cargo will be landed here un-
less instructions are given to the contrary
before 11 A.M. To-day, requesting it to be
landed here.

Bills of Lading will be countersigned by
the undersigned. Goods remaining unclaim-
ed after MONDAY, the 3rd May, at
Noon, will be subject to rent and landing
charges.

All Claims must be sent in to me on or
before the 3rd May, or they will not be
recognized.

All damaged packages will be examined
on MONDAY, the 3rd May, at 5 p.m.
No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Agent.

Hongkong, April 26, 1909.

IMPERIAL GERMAN MAIL LINE.
NORDEUTSCHER LOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship
DEREFLENGER.

Consignees of Cargo are hereby
informed that their Goods, with the
exception of Opium, Treasure and Valua-
bles, are being landed and stored at their
risk in the Godowns at Kowloon Wharf
and Godown Company's Godowns at
Kowloon, where delivery may be ob-
tained immediately after landing.

No claims will be admitted after the
Goods have left the Godowns, and all goods
remaining undelivered after the 26th of
April, 1909, will be subject to rent.

Vessels Advertised as Loading

$\frac{1}{\sqrt{\pi}} \int_{-\infty}^{\infty} f(x) e^{-x^2} dx = \frac{1}{\sqrt{\pi}}$